

Community Advisory Group (CAG)

Meeting #4

April 29, 2014



Illinois Department of Transportation

Introductions

- Project Study Group (PSG)
 - Illinois Department of Transportation
 - Piasa Collaborative JV Team
 - AMEC Environment & Infrastructure, Inc.
 - Bernardin, Lochmueller & Associates, Inc.
 - Horner and Shifrin
- CAG members
 - Please refer to roster in your binder

Tonight's Meeting Agenda

- Recap CAG #3
- Update of Crash Analysis
- Review of Corridors
- Evaluation of Corridors
- Overview of Reasonable Alternatives
at US 67/IL Route 3/111
- Breakout Session
- Feedback

Project Binder – New Material

- Tonight's PowerPoint Presentation
- Updated CAG Roster
- CAG Meeting #3 Summary
- Alternatives for intersection of US 67 and IL Route 3

Problem Statement

“The transportation problems in the study area relate to traffic congestion, poor or mismanaged access and insufficient roadway continuity and connectivity, which contributes to delays and crashes. Traffic is often delayed by trains at the numerous at-grade rail crossings. These improvements need to consider the community’s desire to preserve the character of the community, to enhance the safety of the public, to promote more pedestrian/bike facilities and to maximize the economic benefit of IL Route 255.”

Project Purpose

“The purpose of the project is to make improvements to the local roadway system, to improve continuity and connectivity between its major traffic destinations and IL Route 255, as well as to provide better connections between IL Route 3/111 and US Route 67.”

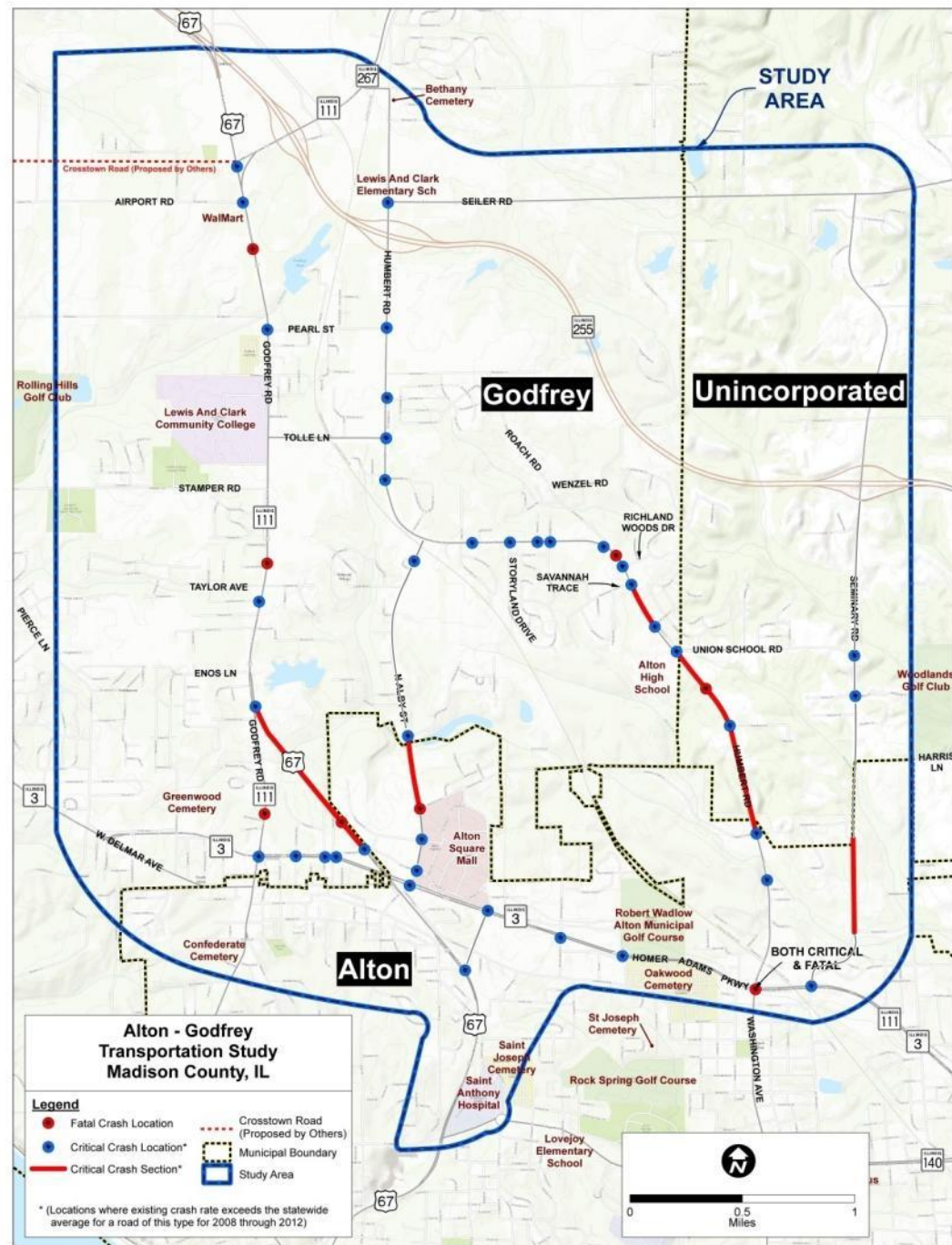
Recap of CAG #3

- Introduced the corridor development process and method for determining environmental impacts
- Introduced Preliminary Corridors
- Refined Preliminary Corridors based on group discussion

Review of Crash Analyses

Crash Analysis – Critical Locations

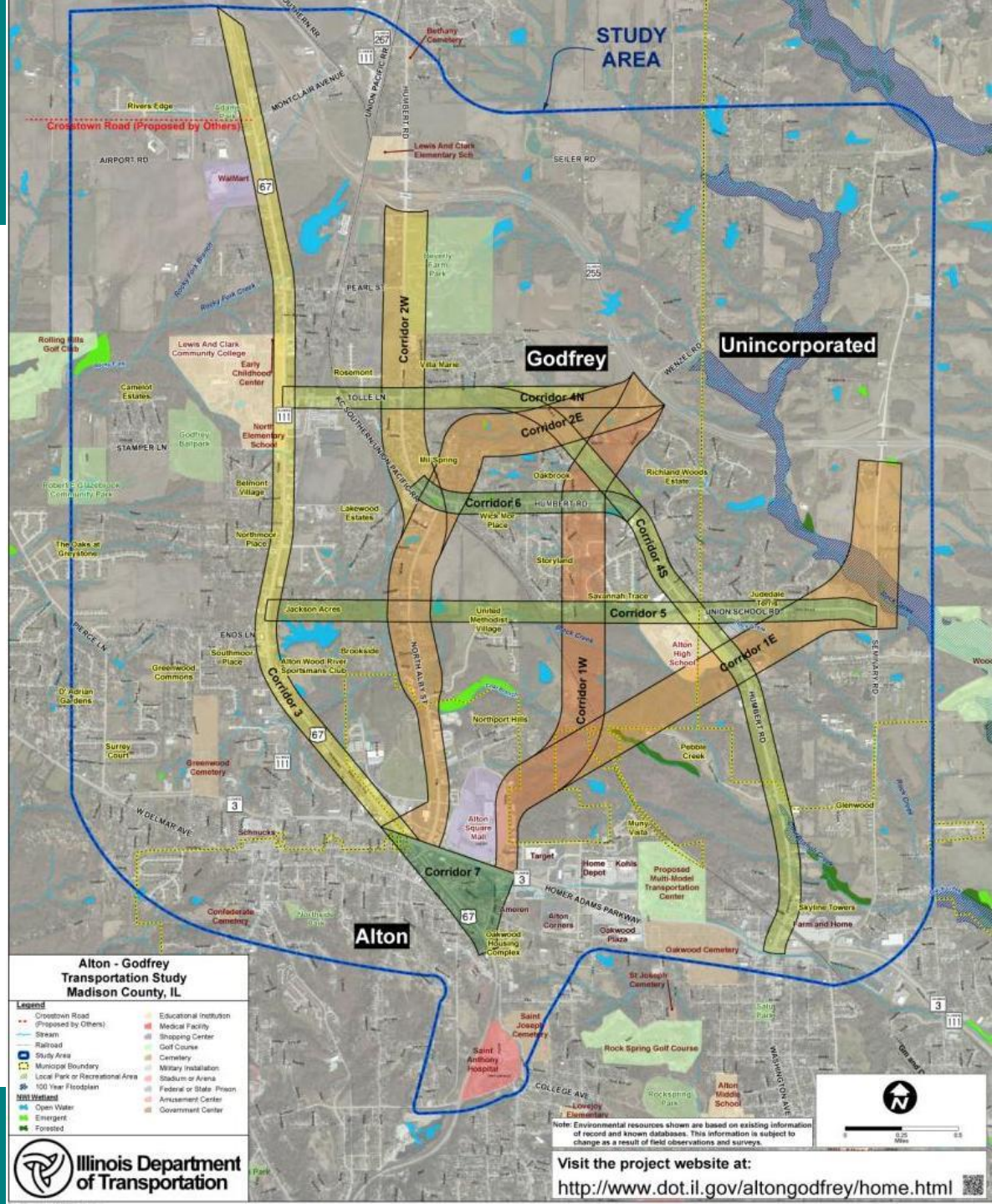
- Crash Analysis timeframe 5-years from 2008-2012
 - Crash Data gathered for 17.3 miles of roadway
 - 1,414 crashes during 5-year period (283 +/- per year)
 - 339 Injury Crashes; 8 Fatality Crashes
 - 515 injuries and 10 fatalities
- Fatal Crash Location
 - Critical Crash Location
 - Critical Crash Segment



Review of Corridors

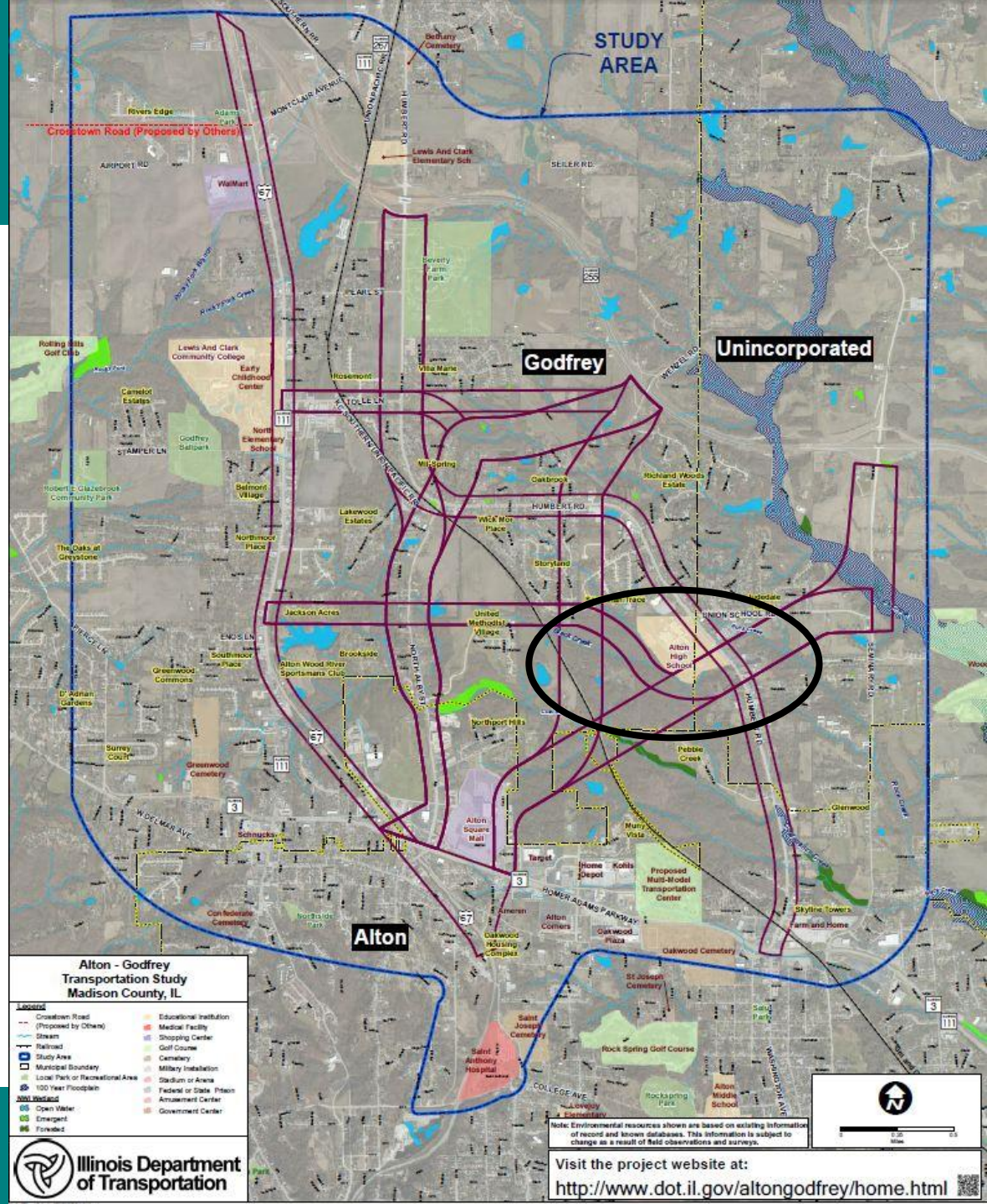
Preliminary Corridors

(presented at last meeting)



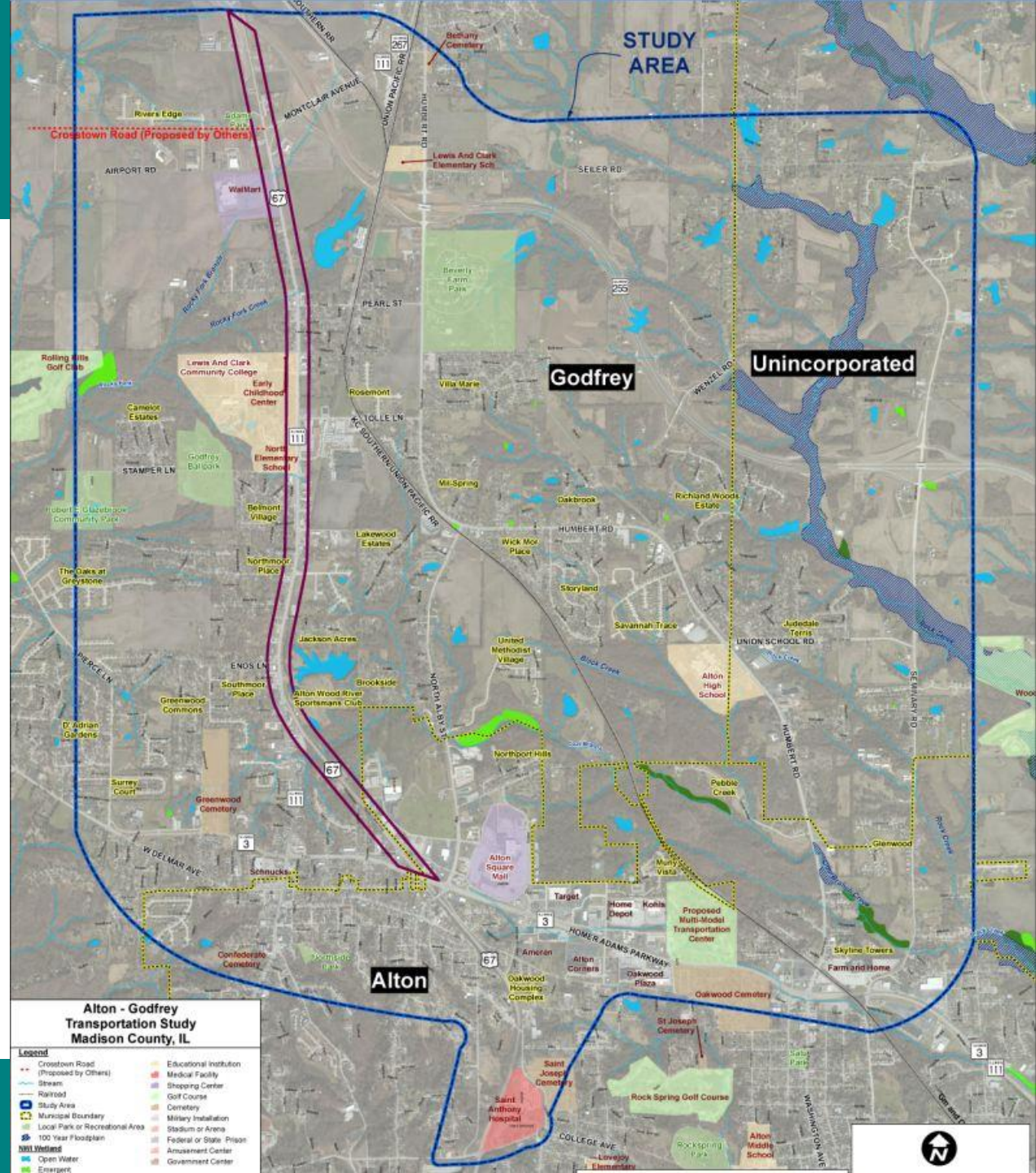
Preliminary Corridors

(modified based on
CAG meeting #3)



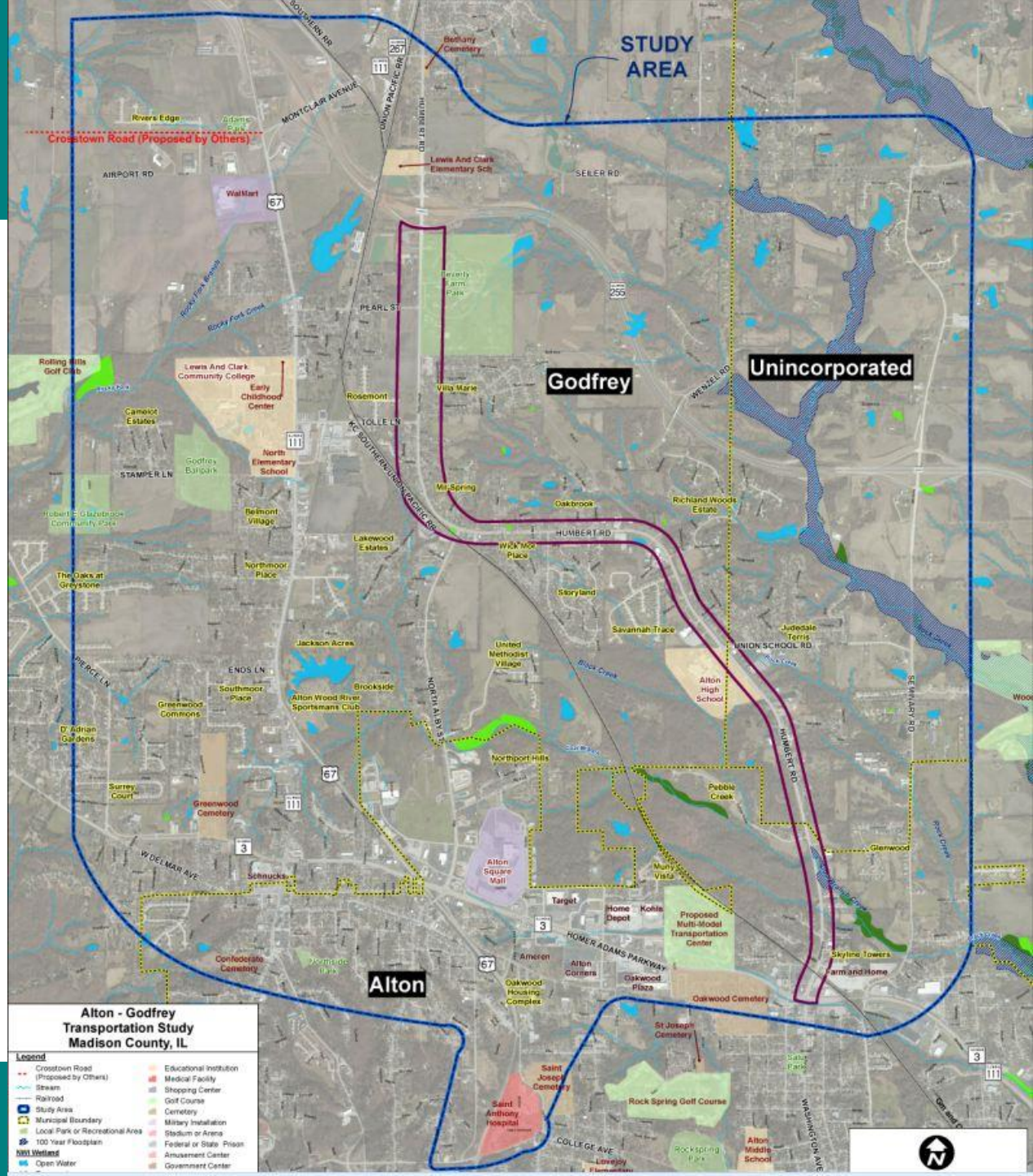
Corridor Alternative 1

Upgrade of Existing US 67



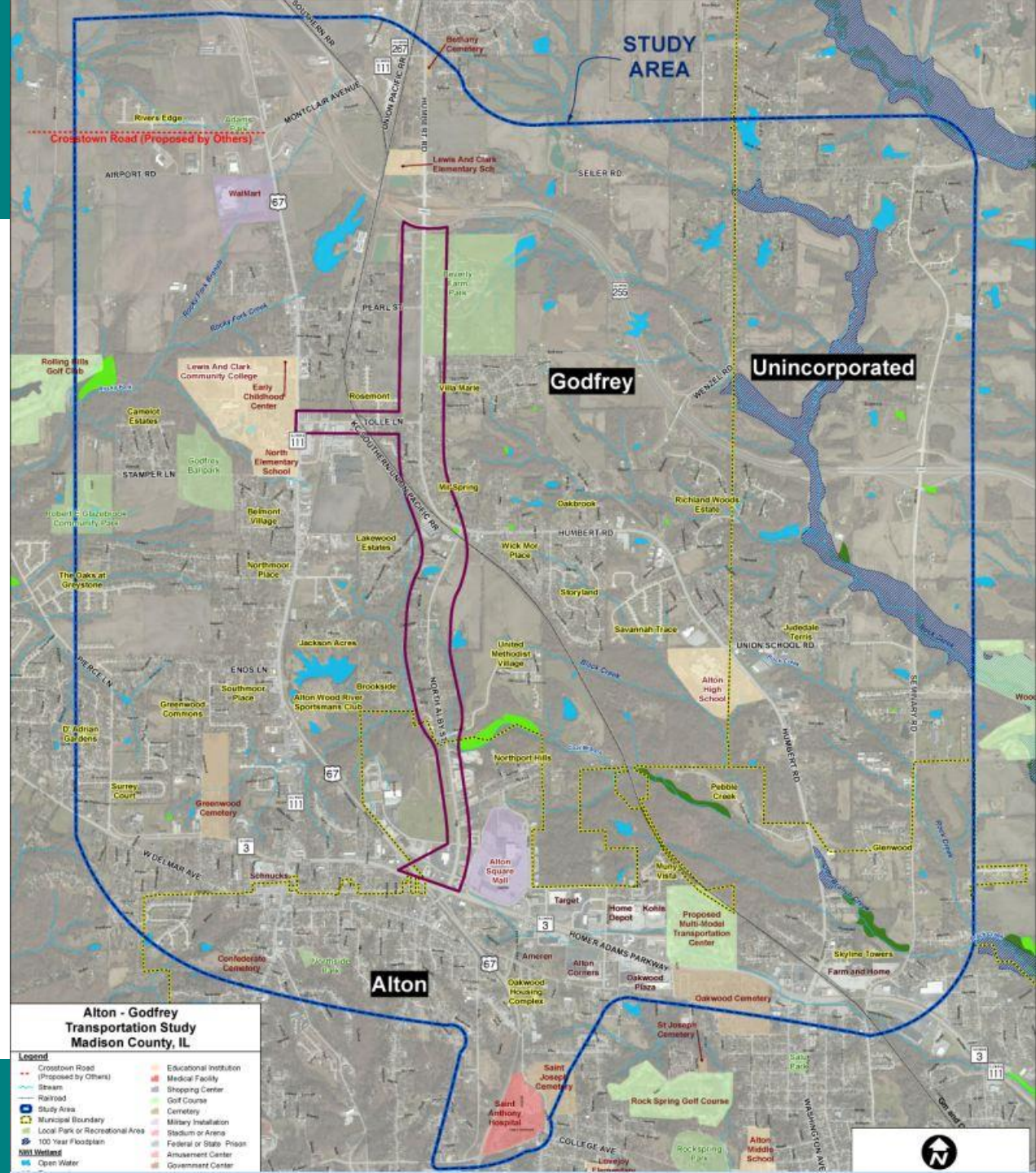
Corridor Alternative 2

Upgrade of North Humbert



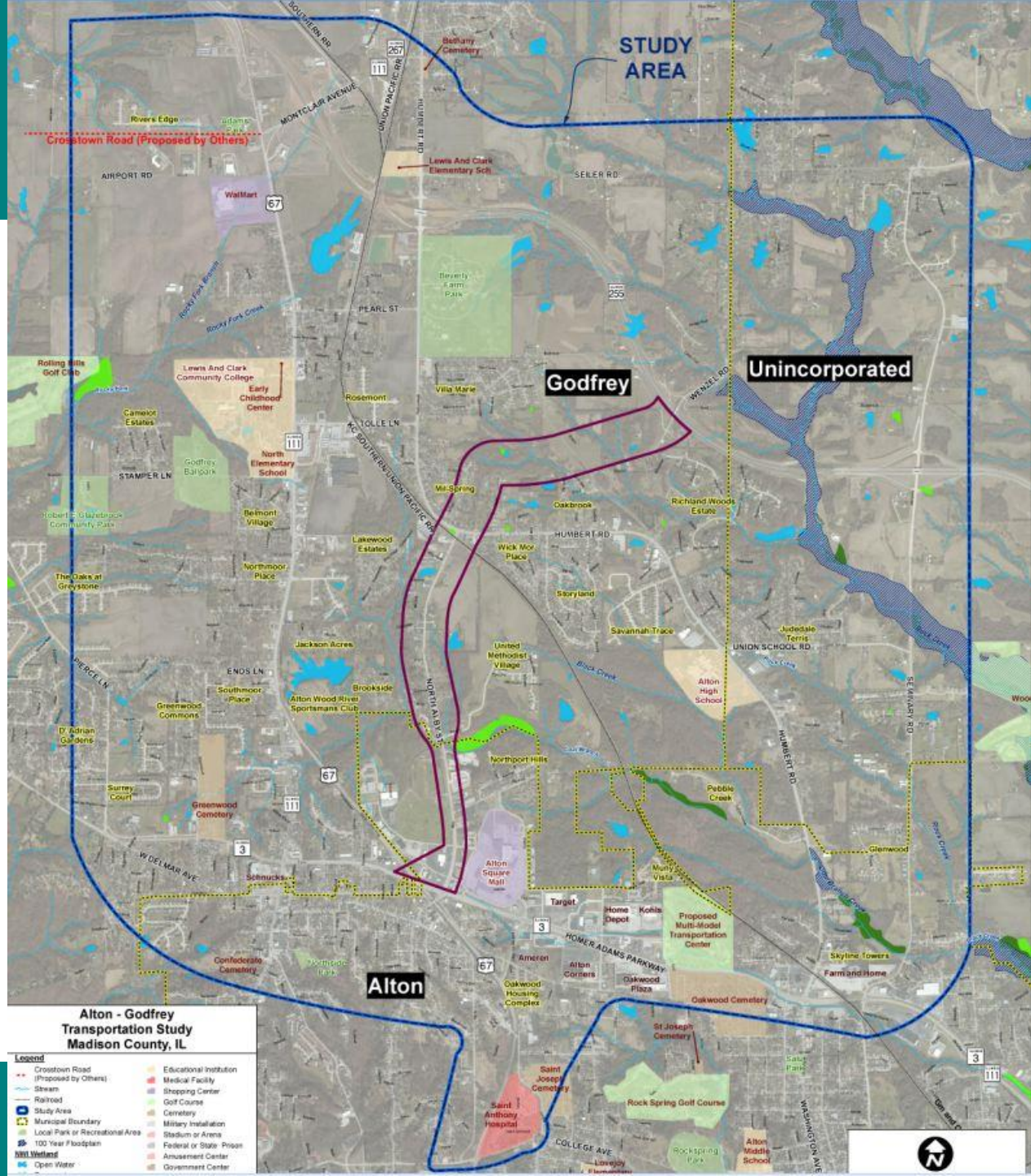
Corridor Alternative 3

Upgrade of North
Alby; Upgrade of
North Humbert
north of Alby;
Upgrade of Tolle



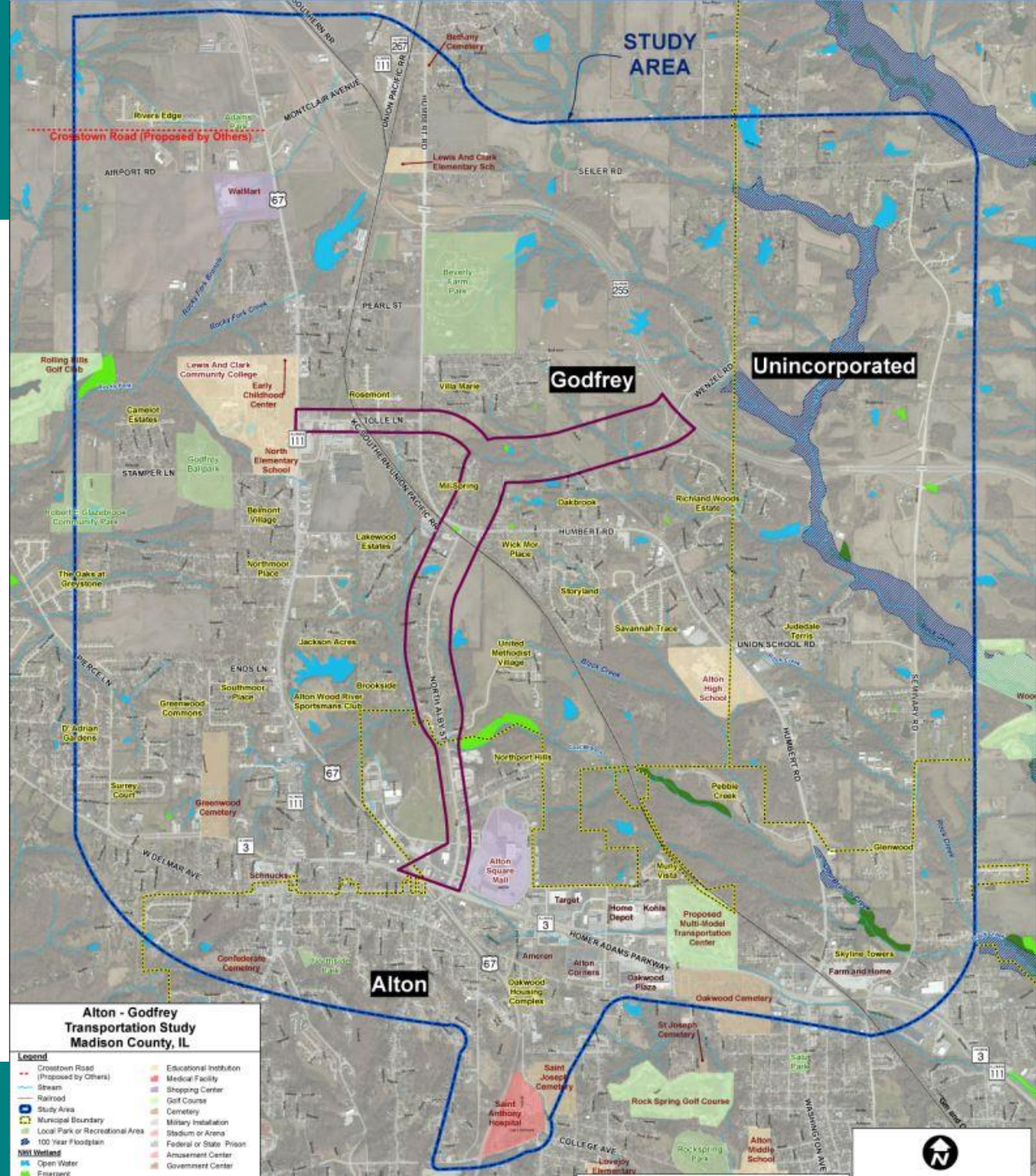
Corridor Alternative 4

Upgrade of North Alby with Extension to Wenzel Overpass



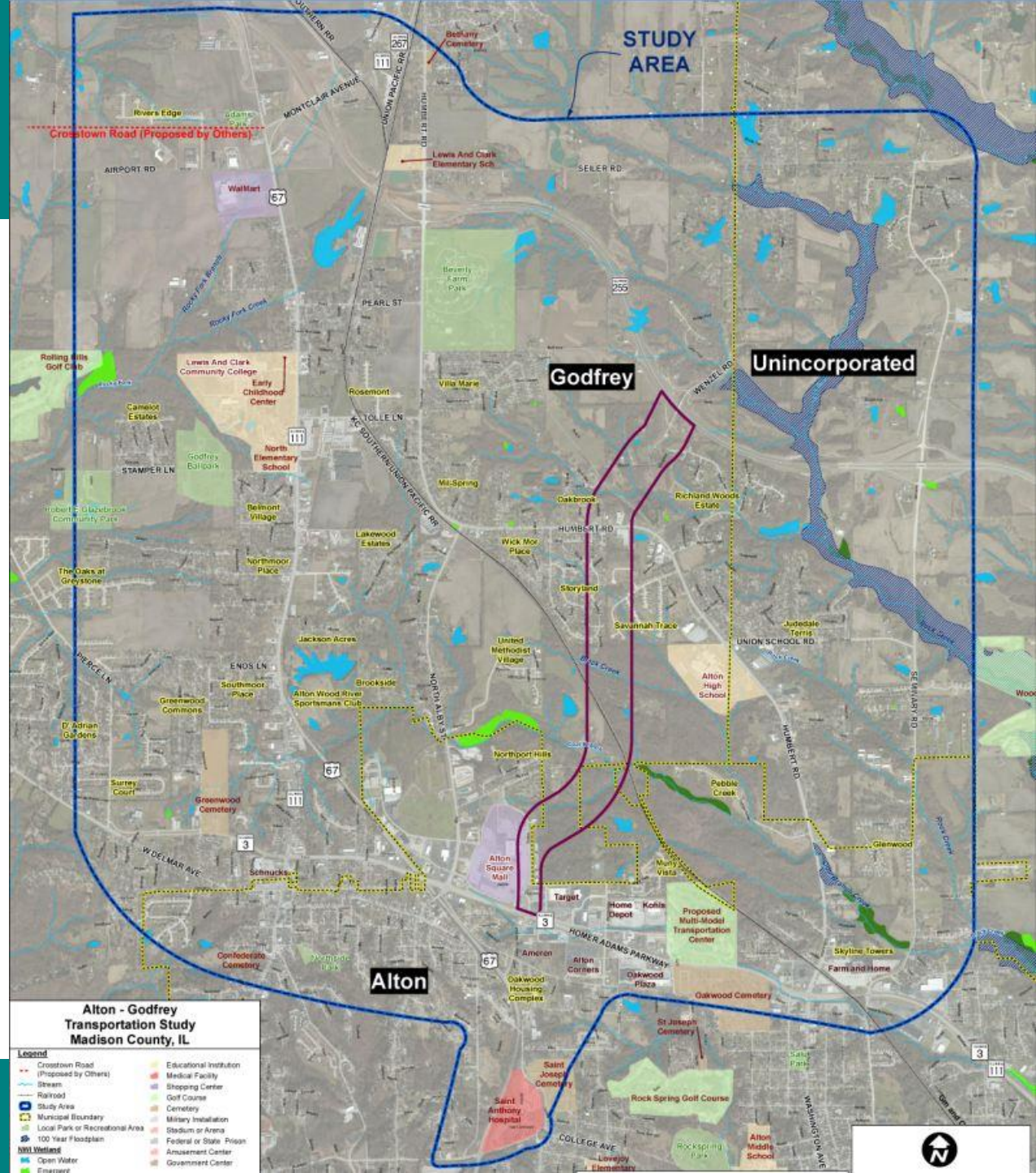
Corridor Alternative 5

Upgrade of North
Alby with Extension
to Wenzel Overpass
and
Upgrade/Extension
of Tolle



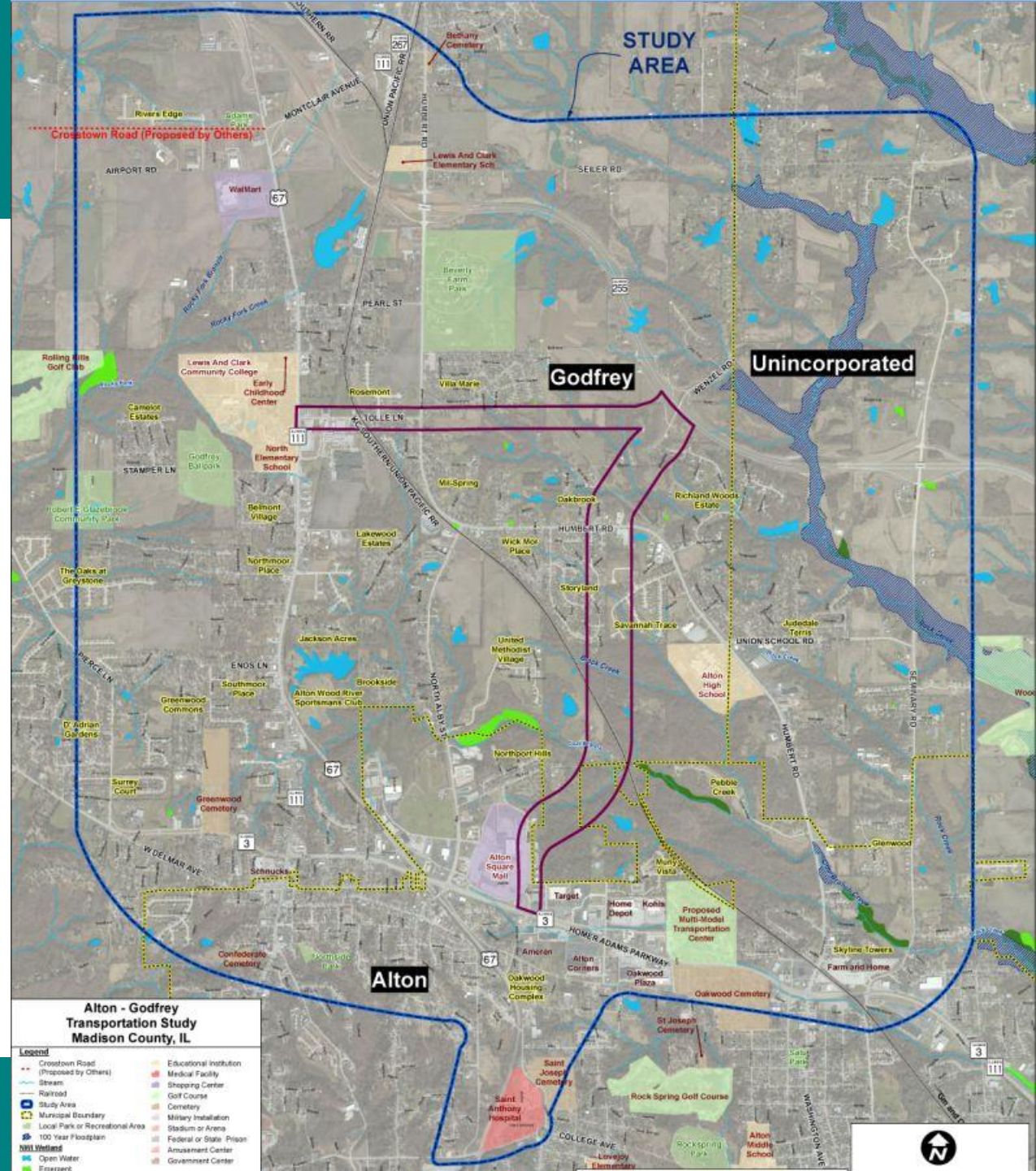
Corridor Alternative 6

New Alignment
from Alton Sq. Mall
Dr. to Wenzel
Overpass



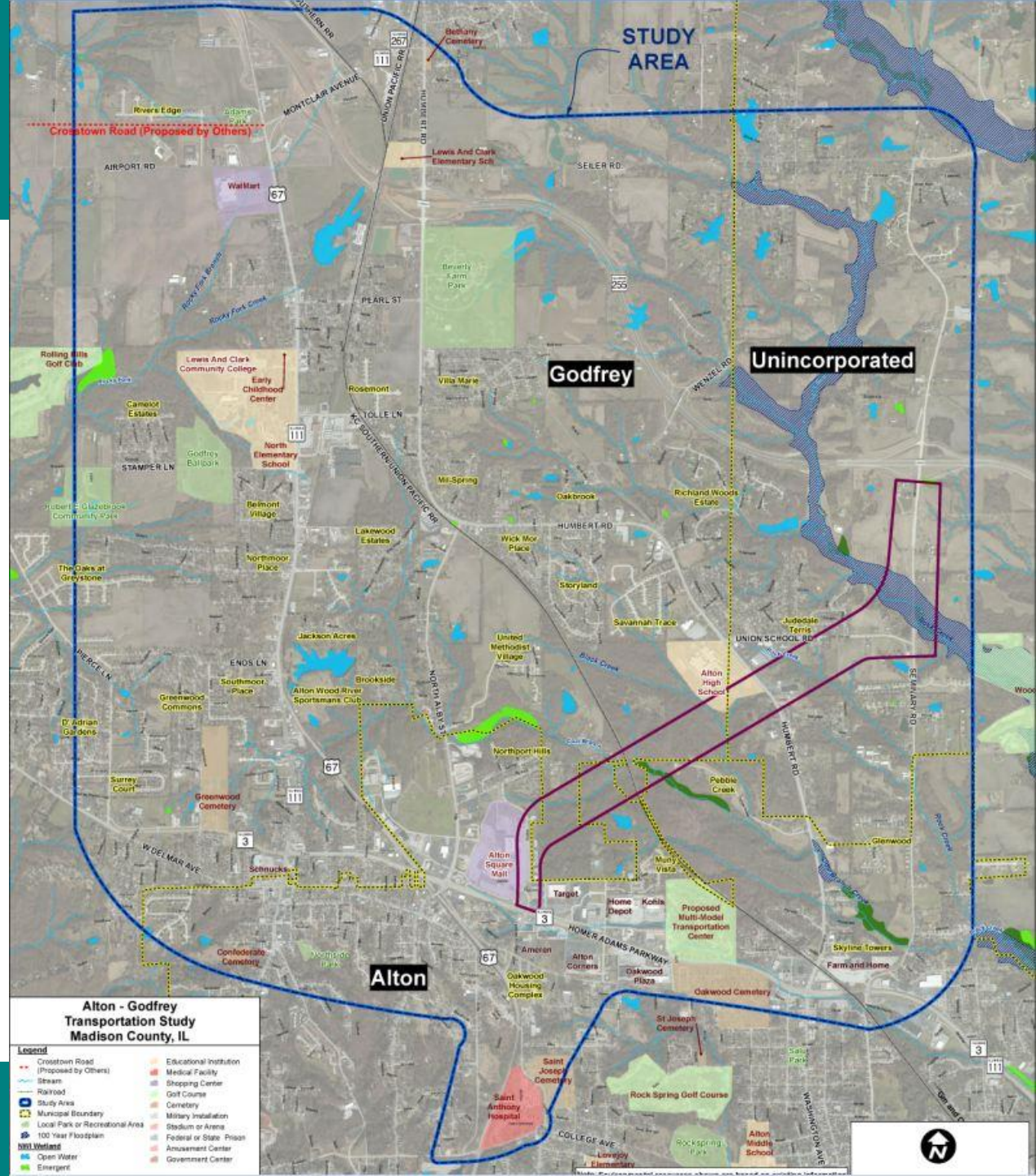
Corridor Alternative 7

New Alignment
from Alton Sq. Mall
Dr. to Wenzel
Overpass and
Upgrade/Extension
of Tolle



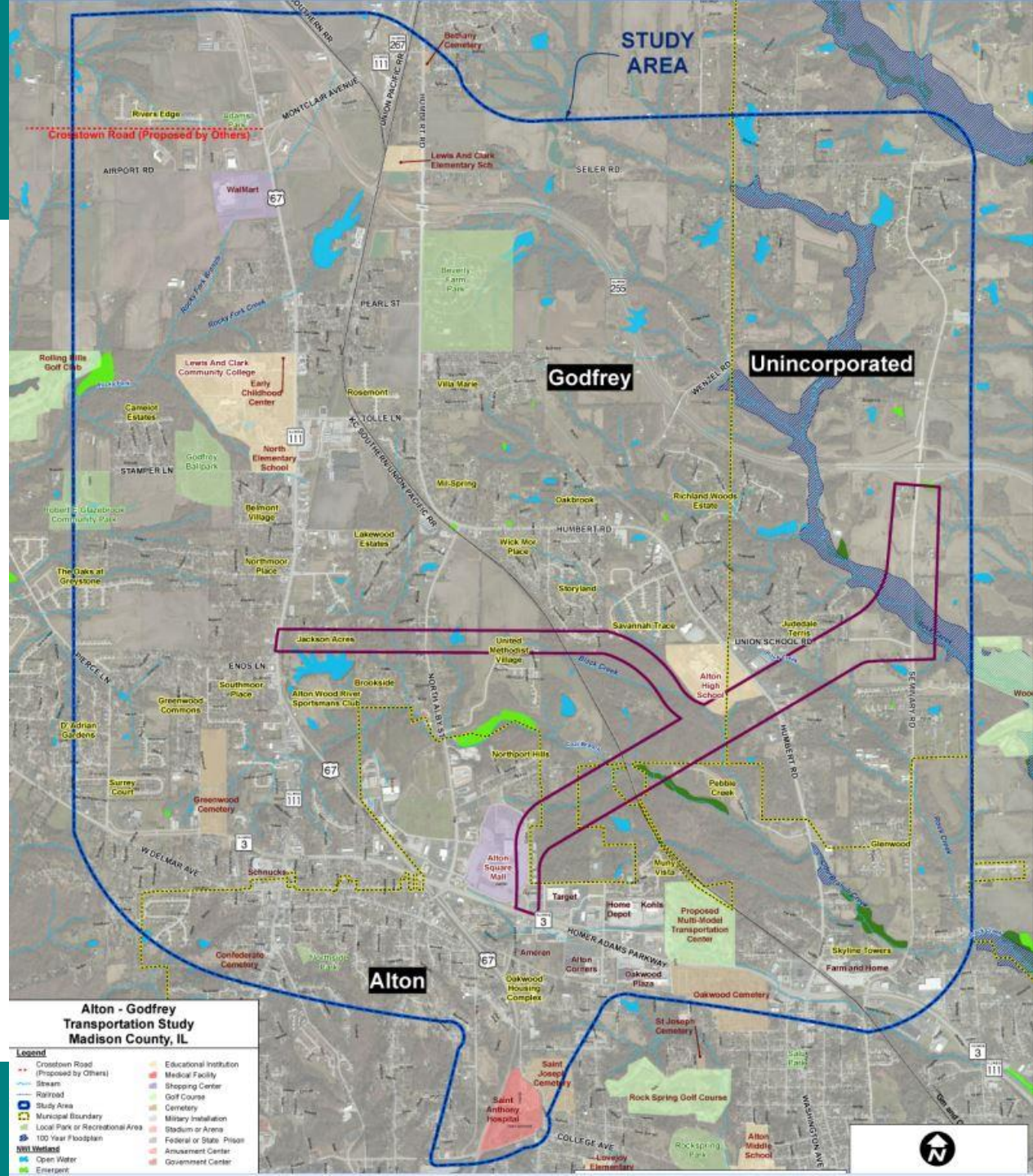
Corridor Alternative 8

New Alignment
from Alton Sq. Mall
Dr. to Seminary



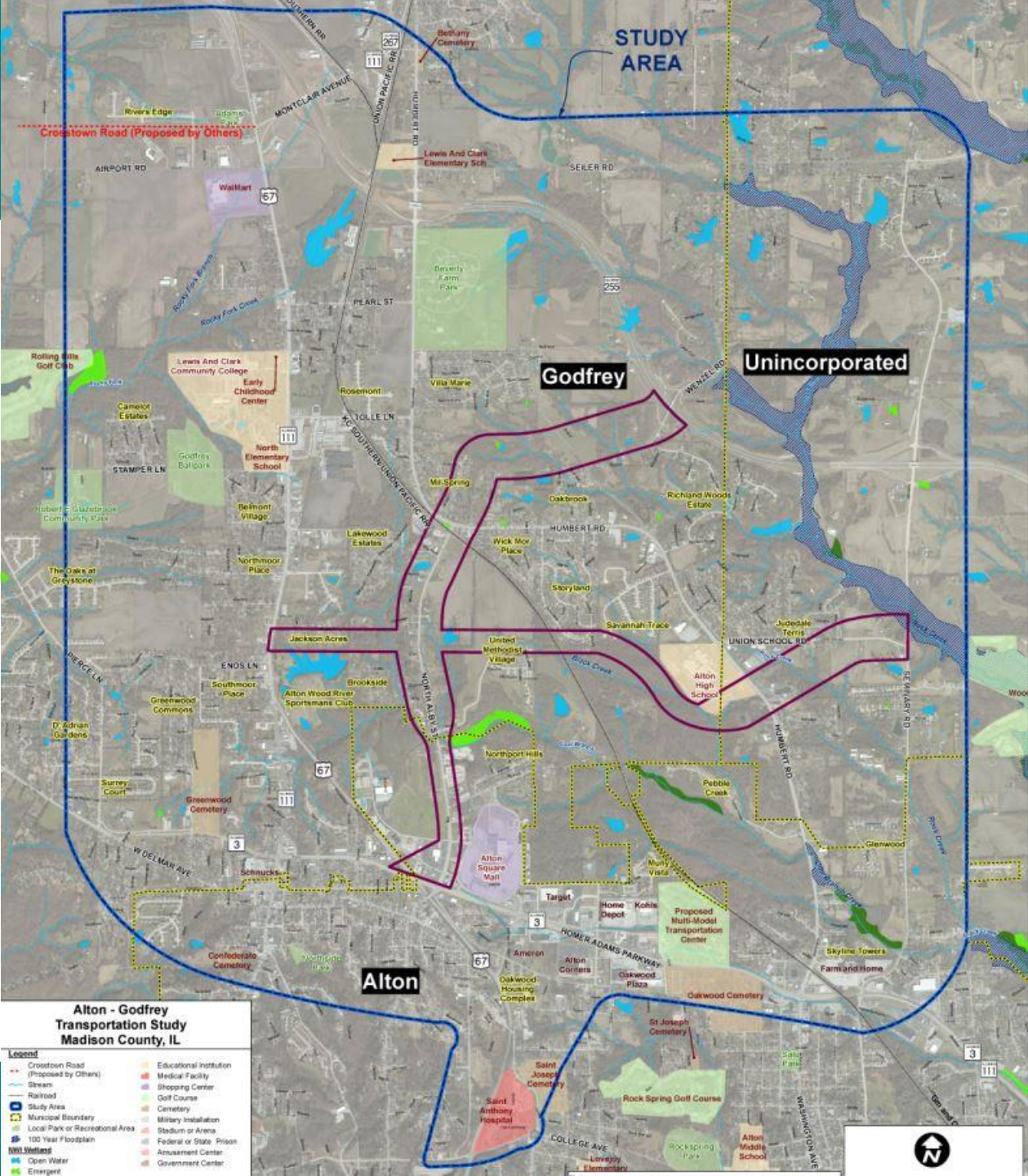
Corridor Alternative 9

New Alignment
from Alton Sq. Mall
Dr. to Seminary;
East-West
connection to
Godfrey Rd.



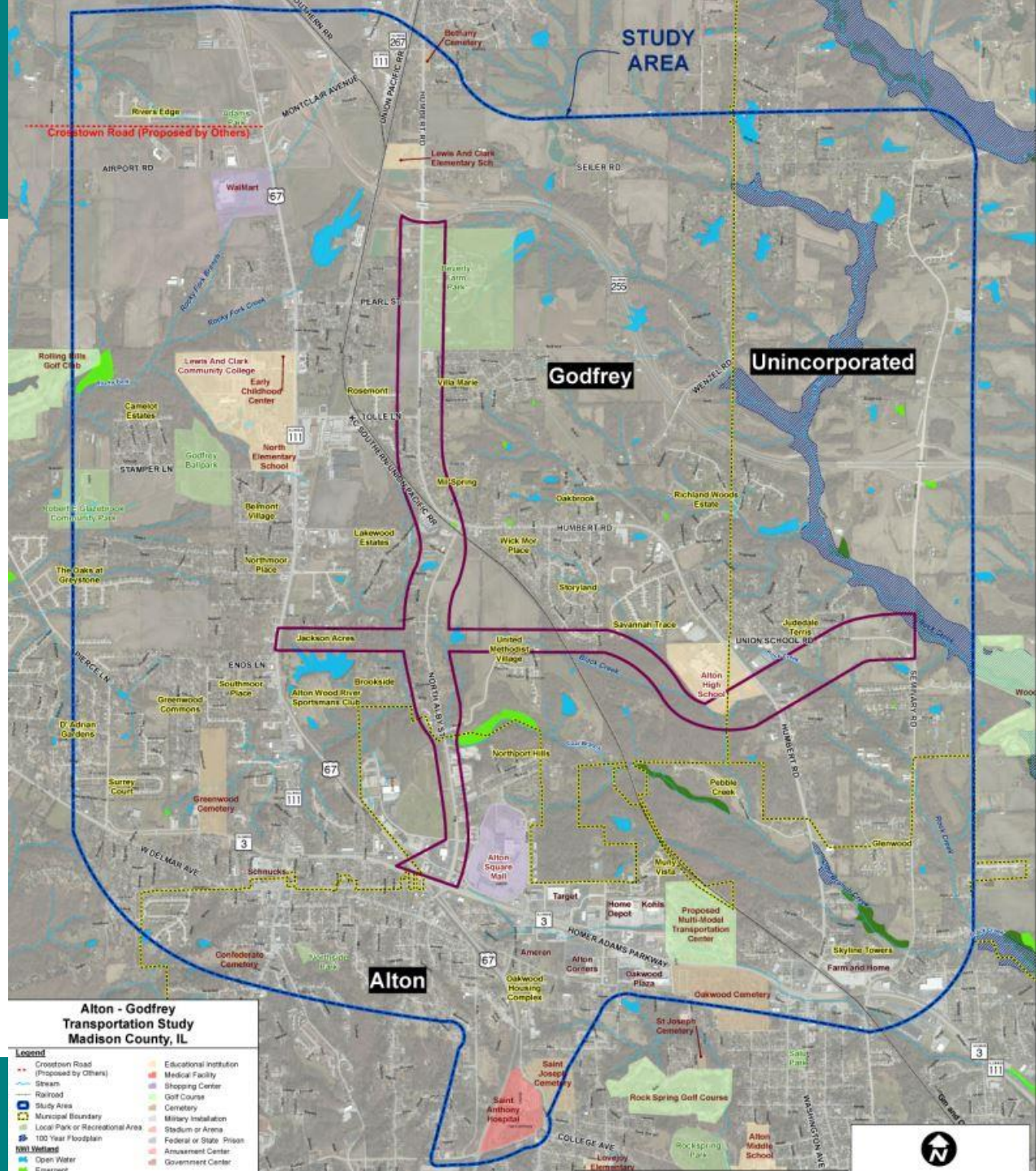
Corridor Alternative 10

Upgrade of North
Alby with Extension
to Wenzel Overpass;
East-West
connection between
Godfrey Rd. and
Union School Rd.



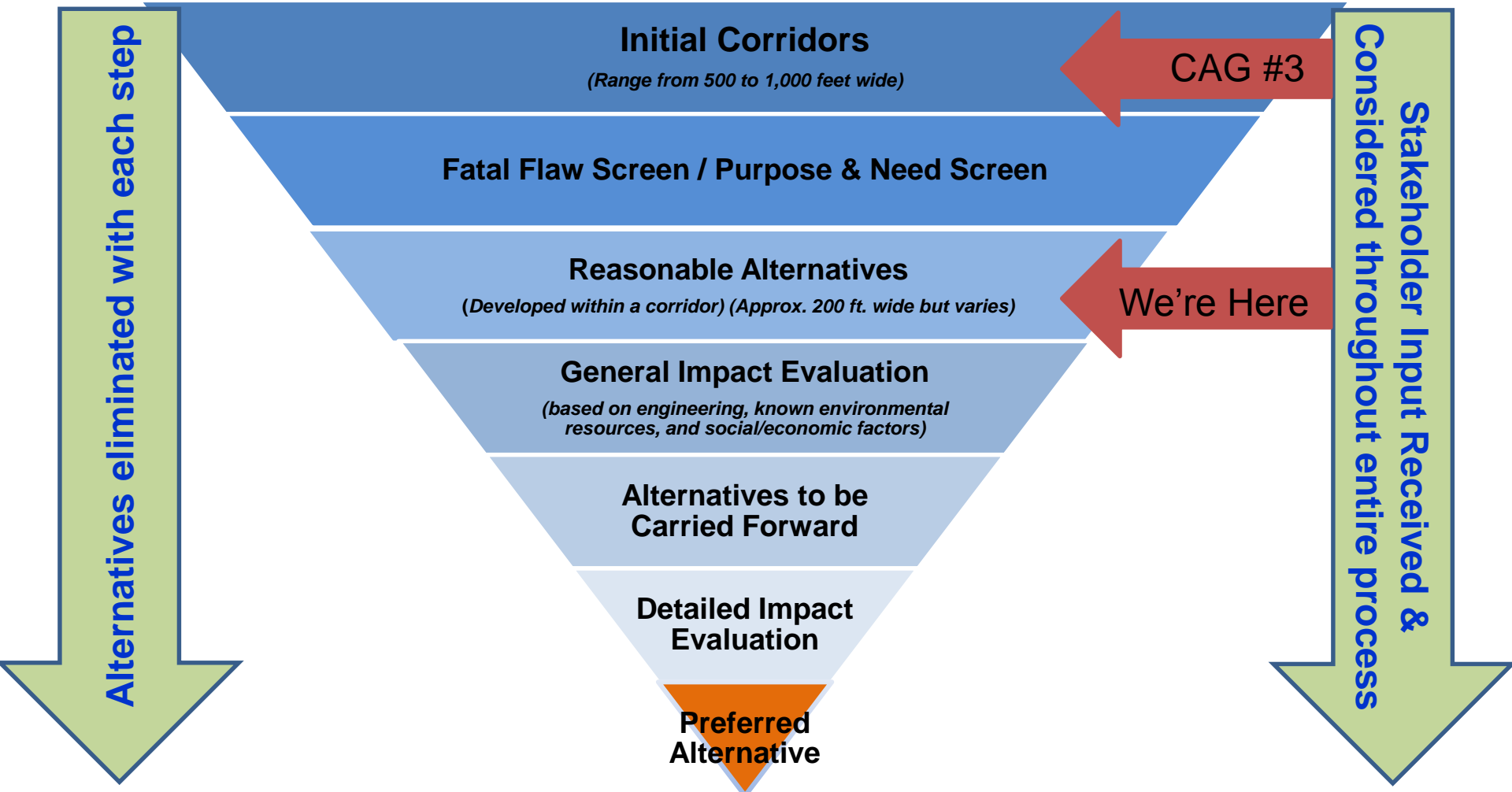
Corridor Alternative 11

Upgrade of North
Alby; Upgrade of
North Humbert north
of Alby; East-West
connection between
Godfrey Rd and
Union School Rd.



Evaluation of Corridors

Alternative Development Process



Evaluation of Corridors

Criteria used to evaluate corridors

- Engineering
- Social / Economic Issues
- Environmental Resources
- Traffic

Used to determine any fatal flaws and compatibility with Purpose and Need

Evaluation of Corridors

Engineering

- No major fatal flaws with any of the alternatives.
- Rail crossing near Big Arch will be challenging.

Social / Economic Issues

- No major fatal flaws with any of the alternatives.
- There will be some degree of displacements – exact amount not yet known.

Environmental Resources

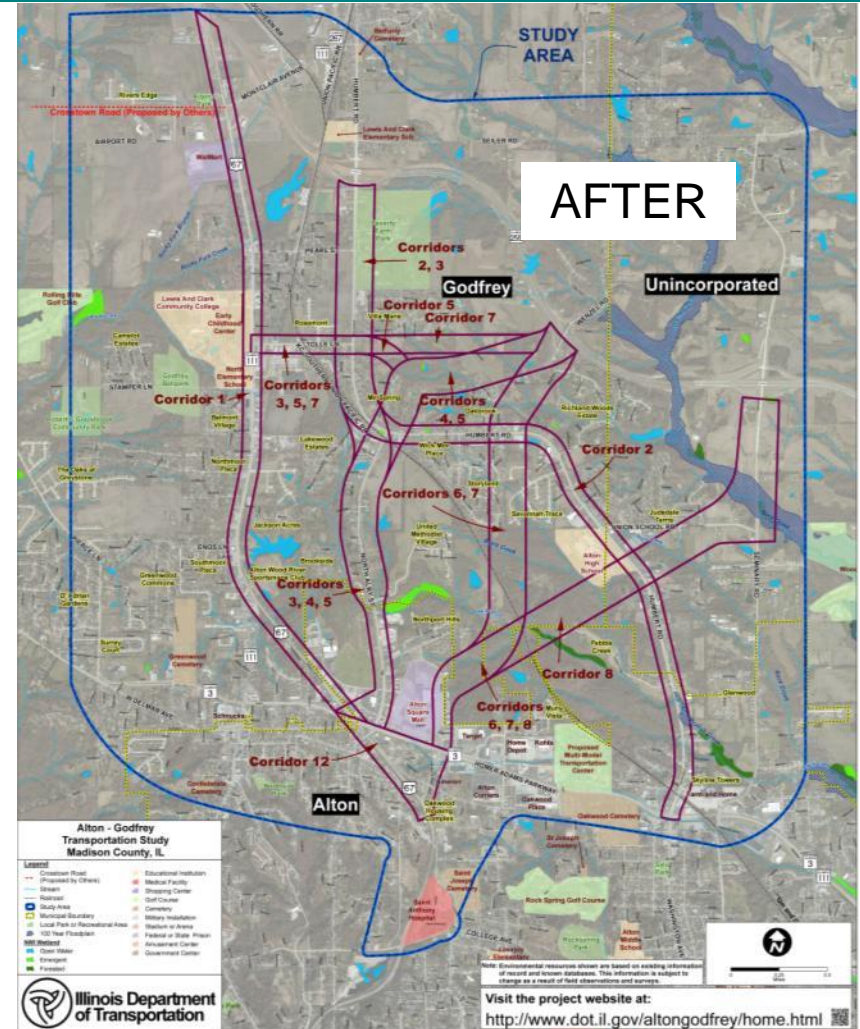
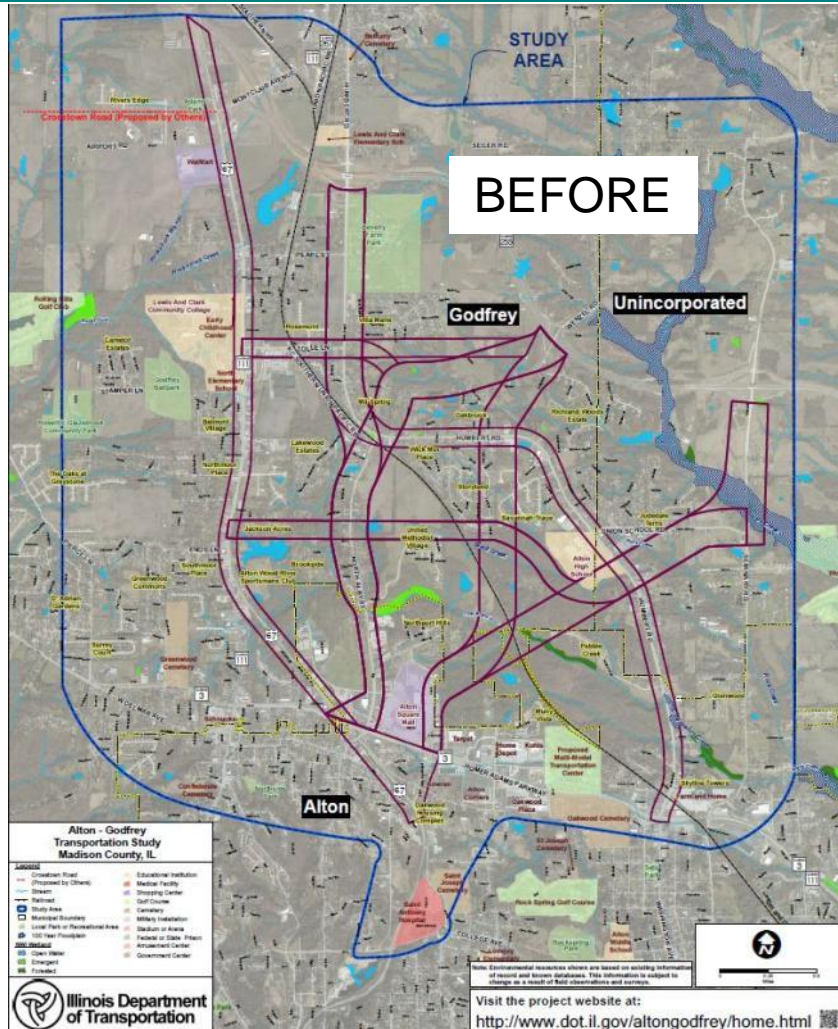
- No major fatal flaws with any of the alternatives
- Area around Coal Branch Creek is more sensitive environmentally.

Evaluation of Corridors (Fatal Flaw and Purpose & Need Screen)

Traffic

- East-west connection between Godfrey Road and Union School Road:
 - Does not attract sufficient traffic;
 - Does not meet the Purpose and Need of the project;
 - **Alternatives that incorporate this connection are eliminated from further study (Corridor Alternatives 9, 10 and 11).**
- Other connections vary in their ability to attract traffic but all meet Purpose and Need.

Evaluation of Corridors - Result



Detailed Evaluation of Alternatives

Resources to Consider

- Communities, housing, businesses (incl. effects of noise)
- Land use
- Traffic patterns
- Wildlife, habitat, endangered species
- Waters of the U.S. including wetlands
- Archaeology, historic properties and districts
- Parklands, recreation areas, and open space
- Agricultural land
- Air quality conformity

Other factors to consider:

- Cost
- Constructability

Reasonable Alternatives at US 67 & IL 3/111 (Corridor 12)

Illinois Route 3 and U.S. Route 67

- Must address connectivity at Illinois 3 and U.S. Route 67
- Alternatives should be compatible with potential north-south improvements
- Consider impacts to existing and future traffic flows
- Consider potential residential and commercial displacements

How did we arrive at these alternatives?

- Engineers assessed a number of possible ways to address connectivity
- Eliminated alternatives at an early stage that did not meet Purpose and Need
- Eliminated alternatives that did not meet minimum design criteria
- Eliminated alternatives with a disproportionate amount of impacts when compared with similar alternatives

Right of Way Acquisition

- Property to be acquired by IDOT is appraised by Licensed and Certified General Appraisers
- Each Appraisal is reviewed independently by another Licensed Appraiser
- Relocation Agents help property owners determine compensation for the cost of moving and finding comparable property
- Property owners may get their own appraiser and estimates for relocation

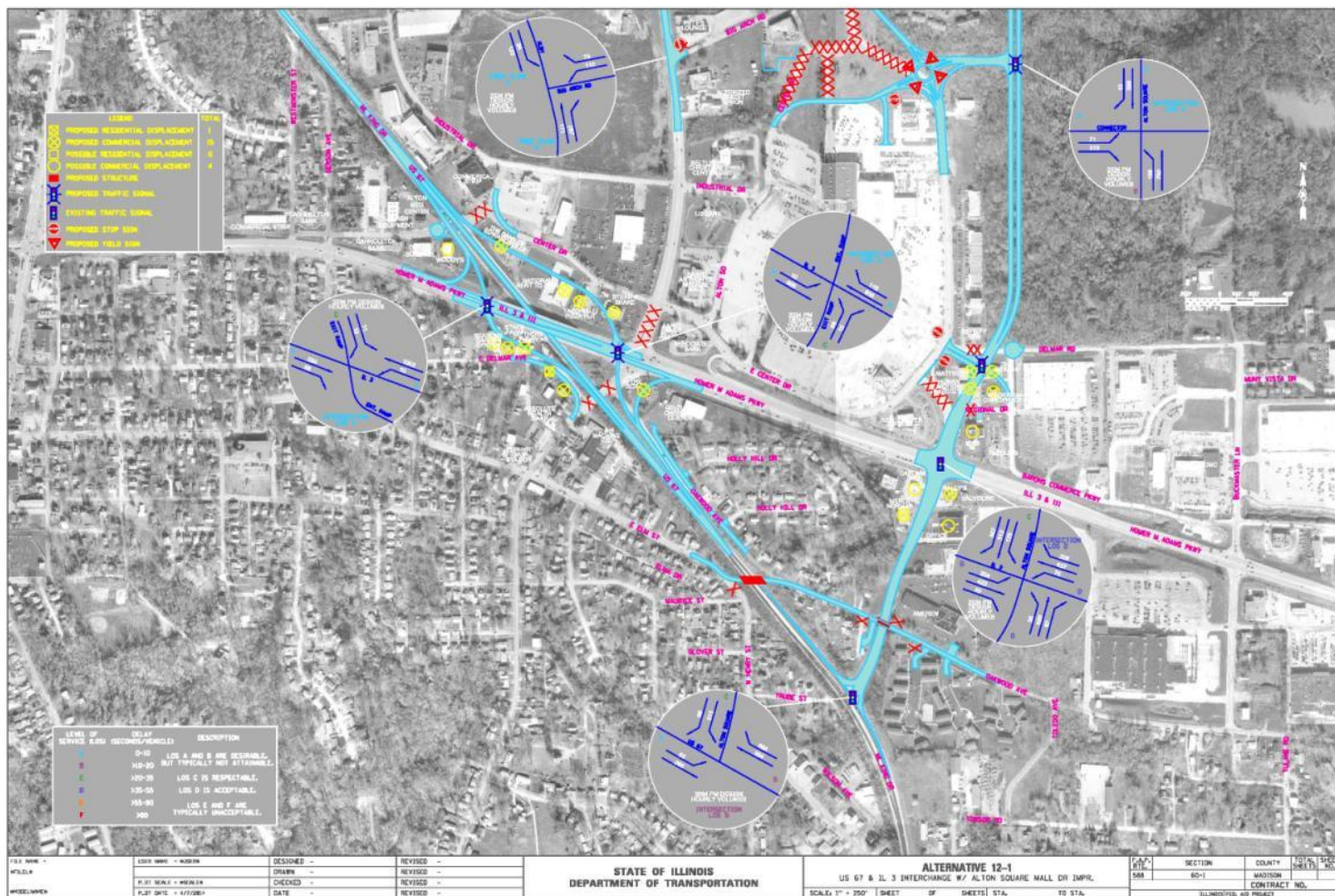
Right of Way Acquisition

- Negotiators work to come to an agreement that is fair to the property owner and IDOT
- Where partial acquisitions are made, damages to the remainder are considered
- Goal is to make the property owner whole (fair market value) – not rich
- Land acquisition staff are required to follow state laws for acquisition

Illinois Route 3 and U.S. Route 67 Diamond Interchange

- Provides for a diamond interchange at Illinois Route 3 and U.S. Route 67
- Designed to handle major north-south connection east of Alton Square Mall
- Improves Alton Square Mall Drive connections at Illinois Route 3 and U.S. Route 67

Illinois Route 3 and U.S. Route 67 Diamond Interchange



Illinois Route 3 and U.S. Route 67 Diamond Interchange

Concerns

- Alby Street loses connection
- 1 residential displacement
- 15 commercial displacements
- 4 additional possible displacements
- Not compatible with north-south improvement on Alby Street

Positives

- Excellent LOS

Illinois Route 3 and U.S. Route 67 Single Point Urban Interchange (SPUI)

- Illinois Route 3 is relocated to the north
- Provides a small footprint and efficient interchange
- Designed to handle major north-south connection via Alby Street
- Alby Street loses connection over U.S. Route 67

Illinois Route 3 and U.S. Route 67 Single Point Urban Interchange

Concerns

- Alby Street loses connection
- 7 residential displacements
- 17 commercial displacements
- 9 add. possible residential displacements
- 11 add. possible commercial displacements

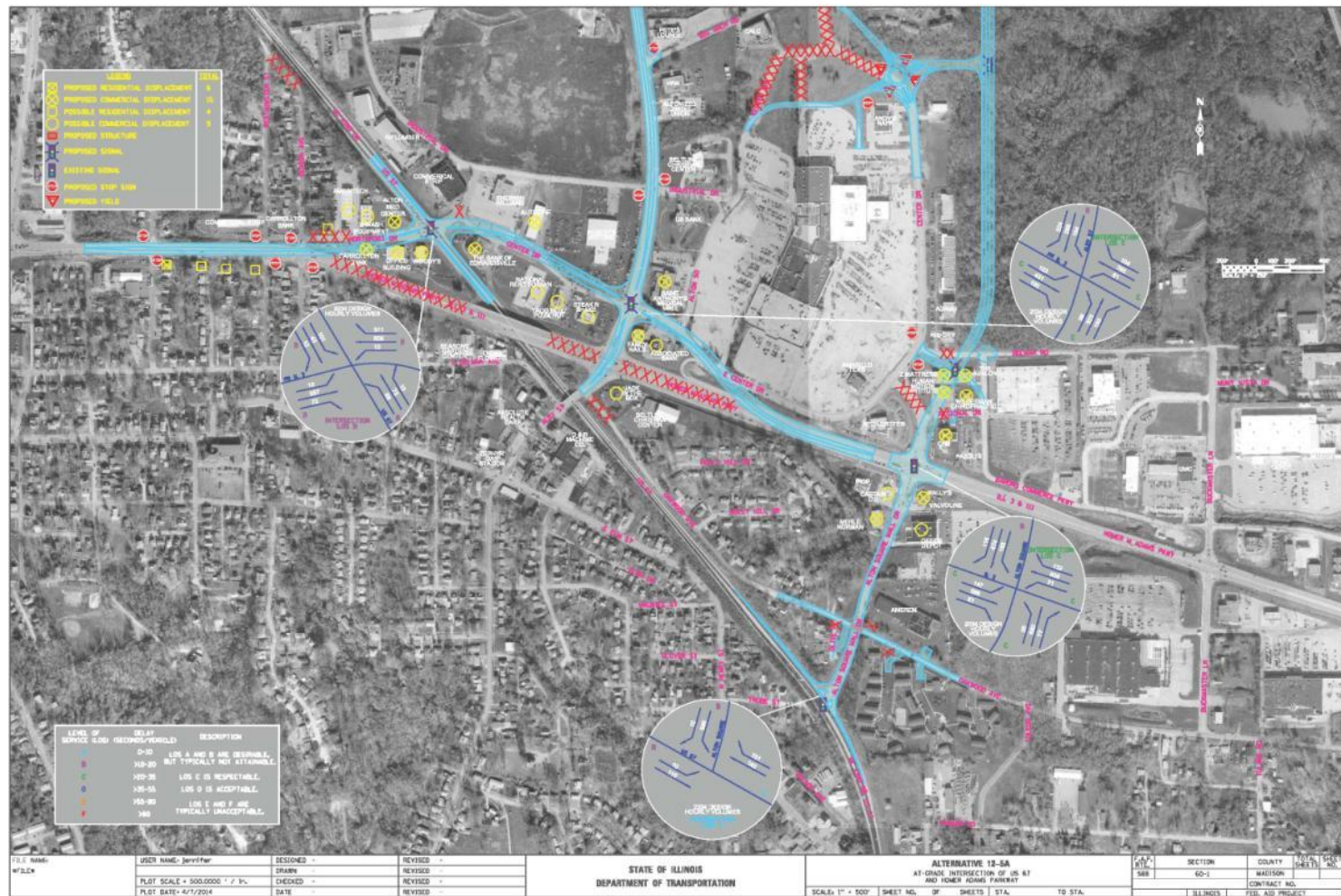
Positives

- Excellent LOS
- Compatible with all north-south alternatives

Illinois Route 3 and U.S. Route 67 At-Grade Intersection

- Illinois Route 3 is relocated to the north
- Provides for an at-grade intersection
- Designed to handle major north-south connection east of Alton Square Mall
- Improves Alton Square Mall Drive connections at Illinois Route 3 and U.S. Route 67
- Alby Street maintains connection over U.S. Route 67

Illinois Route 3 and U.S. Route 67 At-Grade Intersection



Illinois Route 3 and U.S. Route 67 At-Grade Intersection

Concerns

- 1 residential displacement
- 15 commercial displacements
- 4 add. possible residential displacements
- 9 add. possible commercial displacements
- Only compatible with north-south improvement east of the mall

Positives

- Good LOS
- Alby Street remains connected

Please provide input on the following:

- Need local input
- Impacts to traffic flow on major routes
- Alton Square Mall Drive
- Impacts to Alby Street
- Displacements
- Concepts as a whole (i.e. likes/dislikes)

Breakout Session

General Discussion / Action Items / Next CAG Meeting

Thanks for your participation in the Alton-Godfrey Transportation Study